Urban Growth Forms

The “Colonial city”

- Neighborhoods dating primarily to colonial Chile
  - Associated with old, historical city center and surrounding areas

- Spanish colonial quadrangular street grid, “Plaza de Armas”
  - Continuous façade buildings
  - Predominated through the 19th Century
The Colonial City
The Colonial City
Urban Growth Forms

The “front yard” city

- First appears in late 19th Century
  - Desire to “privatize” space
  - Predominant form of city in first rapid wealthy eastward expansions
    - Agricultural subdivisions of today’s Providencia, Las Condes, Ñuñoa

- Highly profitable real estate model
- Continues today in megaprojects and individual subdivisions
- As much a status symbol as a residence
The Front Yard City
The Front Yard City
Urban Growth Forms

The “Park City”
- Multi-story apartment buildings
- Densely placed, surrounded by continuous greenspaces
- Latter half of 20th Century
- Densification of previous “front yard” neighborhoods
  - Lot consolidation and densification
Urban Growth Forms

The Marginal City

- Public housing, low income housing
- Dense, multi-story buildings
- Minimal amenities & related infrastructure
- Vast expanses on urban periphery
The Marginal City
An Emerging Urban Growth Form

The “Renovated City”

- Product of government efforts to revitalize existing urban areas
  - Residential subsidies for apartment purchases in specified areas
  - Since 1990
  - (more details in next week’s lecture)
Urban Growth Forms

- The Colonial City
  - No longer being developed, has left no legacy influencing today’s urban developments
    - i.e., no “neo-colonial” development – narrow street networks, diverse building facades, mixed uses, public spaces

- The Park City and Front Yard City
  - Design preferences, socio-economic choices

- The Marginal City
  - Response to immediate needs and conditions of poor

- The Renovated City
  - Direct public policy influence on consumer preferences

Influencing factors in each: public investments, norms & plans in time, real estate market and its evolution (more next week).
Land Uses

- Despite expansion, non-residential land uses remain highly concentrated
  - *Comuna* of Santiago (CBD) accounts for 27% of Greater Santiago’s commercial land uses, 30% of educational land uses, 43% of office space, 21% of health facilities, 15% of industrial land
Transport System: Brief History

- Horse trams and steam trains (to San Bernardo and Puente Alto) by turn of Century
- By 1930s, city has one of most extensive electric tram networks in South America
  - 220 kms, 210 passengers/year
  - Dismantling begun in 1945
- By 1960s (first land regulatory plan)
  - Plans also laid for Metro system
  - Construction begun on ring road (Vespucio), Avenida Kennedy (East to Las Condes) and the PanAmerican Highway
Next Time

- Transportation - Continued
- Environment
- Instruments, Interventions to date
- The Real Estate Market